

IX. IMPLEMENTATION

A. ZONES

Implementation of the *Mission City* Specific Plan will require rezoning of the 228.6-acre Specific Plan area from the existing MV-M/SP and FW zones to a selection of City-based zones intended to accommodate land uses and development intensities as specified in this document. Recommended zones for *Mission City* are depicted in Figure IX-1, *Zoning Map*. These City-wide base zones are established by Chapter 13 of the San Diego Municipal Code adopted September 1997 as part of the City Land Development Code.

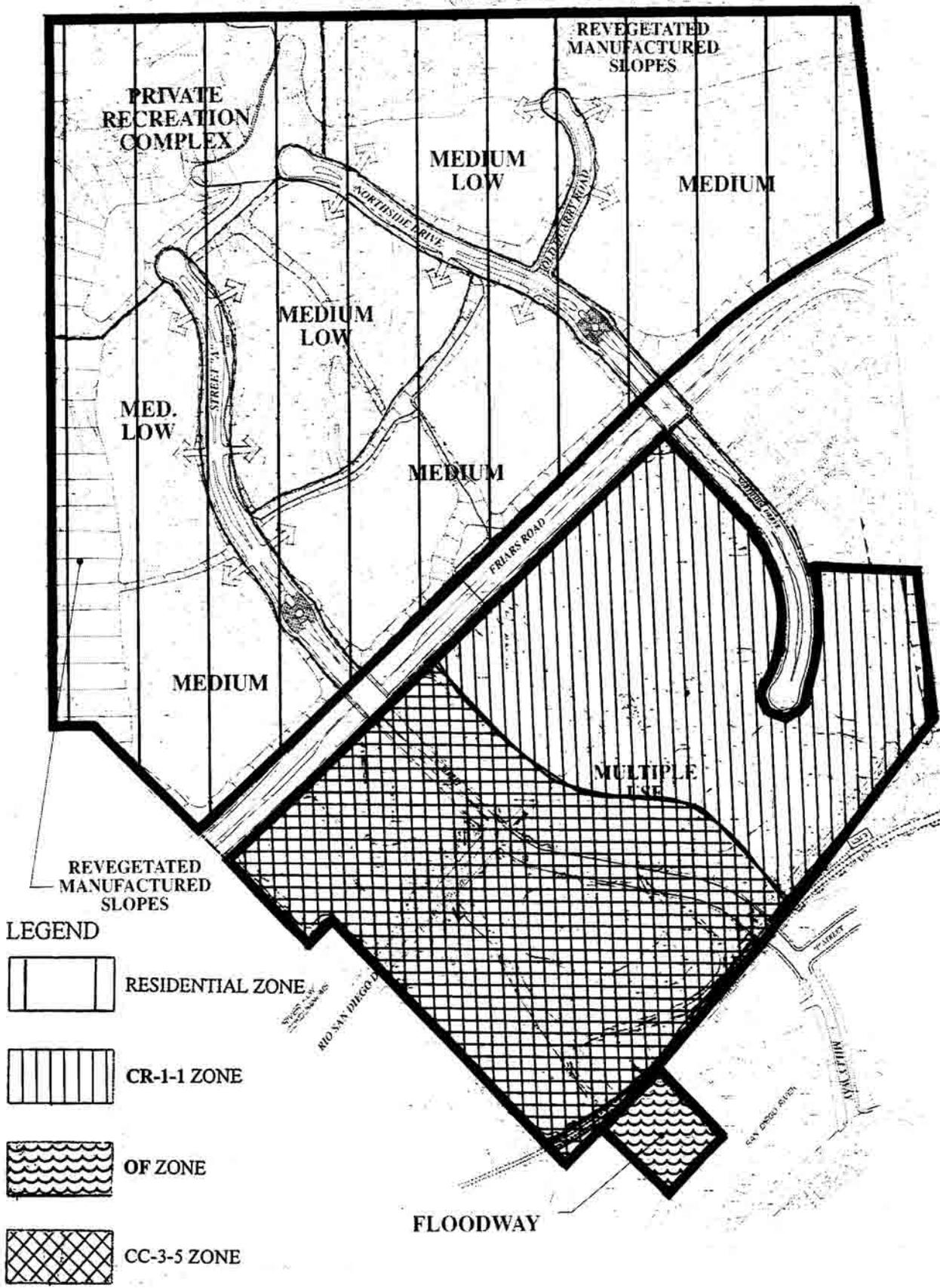
1. Mission City North

Planning Areas 1, 2, 3, 4, 5, and 7 of *Mission City* North shall be rezoned to the following City-wide zones:

<i>RESIDENTIAL—SMALL LOT ZONES:</i>	RX-1-1	<i>RESIDENTIAL—MULTIPLE ZONES:</i>	RM-1-1
	RX-1-2		RM-1-2
			RM-1-3
<i>RESIDENTIAL—TOWNHOUSES ZONES:</i>	RT-1-1		RM-2-4
	RT-1-2		RM-2-5
	RT-1-3		RM-2-6
	RT-1-4		

The zone for each lot will be designated in the resolution approving the final map and will become effective with recordation of the final map. Permitted uses and development regulations of the designated zone will govern development of the lot. In accordance with the *Mission City* Overlay, no residential units may occur in Planning Area 7. Planning Area 7 shall only develop with private recreational uses.

As described in this Specific Plan, a "Minimum Average Density" applies to residential land uses which will occur *Mission City* North. For the Medium Density Residential Planning Areas (Planning Areas 1, 4a and 5), a Minimum Average Density of 15 dwelling units per net acre applies. The development intensity of all of the Medium Density Residential Planning Areas, when considered together as a whole will average 15 dwelling units per net acre which results in a minimum 699 units for the Medium Density Residential land use category. For the Medium Low Density Residential Planning Areas (Planning Areas 2, 3 and 4b), a Minimum Average Density of 10 dwelling units per net acre applies. The development intensity of all of the Medium Low Density Residential Planning Areas, when considered together as a whole, will average a minimum of 10 dwelling units per net acre which results in a minimum of 345 units for the Medium Low Density Residential land use category. The *Mission City* Overlay Zone includes requirements to ensure that the Minimum Average Density established by the Specific Plan occurs for residential neighborhoods in *Mission City* North.



ZONING MAP

FIGURE IX-1

MISSION CITY

2. Mission City South

The CR-1-1 Zone (Commercial—Regional Zone) and CC-3-5 (Commercial Community) shall apply to Planning Area 6. The CC-3-5 Zone shall apply to Lots 17-20 and to the westerly 200 feet of Lots 21-26 of the Mission City Tentative Map; the CR-1-1 Zone shall apply to the balance of Planning Area 6. The *Mission City Overlay Zone* will permit residential development on any lot subject to the regulations of the RM-2-5 zone (with minor modifications). The overlay zone permits the development of any single permitted use on any lot, but requires a mix of uses in the planning area as a whole. The OF (open space-flood plain) Zone shall apply to Planning Area 8. Regulations of these zones shall be as defined by the City of San Diego Land Development Code (September 5, 1997).

3. Mission City Overlay

In addition to application of the City-based zones described above, development in *Mission City* shall be subject to the additional requirements contained in the *Mission City Overlay Zone* which is part of this Specific Plan and is set forth as an attachment hereto. The purpose of the Overlay Zone is to provide supplemental development regulations for property located in *Mission City*. The supplemental development regulations ensure, among other provisions, that a Minimum Average Density occurs in the residential neighborhood of *Mission City North*, that a mix of land uses occurs in Planning Area 6, including at least ten percent public uses, that development is adequately attenuated for noise impacts, that a minimum amount of recreational open space is provided, and that the overall development intensity for *Mission City* does not exceed the traffic limits defined in this Specific Plan.

B. PHASING

Mission City will develop as an integrated complex of land uses tied together by a network of vehicular and pedestrian circulation elements. For the southern portion of the Specific Plan area, a variety of uses are planned and will provide a complementary mix of land uses for the Specific Plan area as a whole. Uses in *Mission City South* may include residential, office/business park, retail commercial, public spaces, destination-oriented theme parks, family entertainment centers, recreation and open space uses. In the northern part of the Specific Plan area, a variety of Medium and Medium-Low Density residential neighborhoods will occur anchored by a private recreational complex and open space at the north. Implementation of *Mission City Specific Plan* will require construction of new infrastructure and facilities, as well as improvements to existing infrastructure and facilities, as part of project implementation. Improvements will be necessary to the circulation network, drainage facilities, utilities (e.g., water, sewer, etc.), and other infrastructure. In addition, this document includes provisions for streetscape enhancement, pedestrian elements and overall design guidelines.

Major roads associated with each phase of development would be constructed in accordance with demand and the phasing of improvements discussed in the *Mission City Traffic Impact Analysis* prepared by Urban Systems Associates (November 18, 1997 and supplements February 2, 1998 and February 20, 1998) and the *Mission City Environmental Impact Report* (96-0544). This will ensure that a safe and efficient circulation system is provided as the project builds out over an extended period of time. Infrastructure improvements, including water, sewer, drainage, and utilities also would be phased in a logical progression to meet the development needs associated within each phase. It is envisioned that *Mission City* will develop in phases over a period of several years. Development would be phased in a logical manner responding to market needs and commensurate with infrastructure requirements. Figure IX-2, *Project*

Phasing Plan, provides a general representation of project phasing, and Table IX-1, *Project Phasing Summary Table*, summarizes each of the phases of development. This Specific Plan does not require that phases occur in the order depicted in Figure IX-2. Phasing may occur in any order, and more than one phase may occur at one time, provided that the necessary infrastructure is in place or occurs concurrently as specified for phase(s) of development. The following discussion on project phasing is also represented on Table IX-1, *Project Phasing Summary Table*. It is anticipated that development within *Mission City* would begin in *Mission City North*. In the eastern portion of *Mission City North*, Planning Area 1 would develop with residential uses. Old Quarry Road would be constructed in conjunction with development of Planning Area 1.

In the east-central portion of *Mission City North*, residential development in Planning Area 2 and the eastern portion of Planning Areas 3 and 5 would occur. Development in this phase would also include improvements to a portion of Friars Road where it fronts the eastern portion of Planning Area 5 and Northside Drive, including the *Mission City Trail* along the west side of Northside Drive, and the entry gates on Northside Drive. At the completion of development in the eastern portion of Planning Area 5, the eastern portion of the *Mission City Private Recreation Complex* should be constructed.

Residential development in the western portion of Planning Area 5 and the southern portion of Planning Area 4 (Planning Area 4a) would include residential uses, the construction of "A" Street and the "A" Street entry gates. Improvements to Friars Road along the frontage of the western portion of Planning Area 5 and 4b, as well as construction of *Mission City Trail* along the east-west slope separating Planning Areas 5 and 3, would also occur in this phase of development.

In the northwest portion of *Mission City North*, the completion of "A" Street and *Mission City Trail* along the east side of "A" Street would occur in conjunction with residential development in the western portion of Planning Area 3 and the northern portion of Planning Area 4 (Planning Area 4b). The completion of the *Mission City Private Recreation Complex* is also planned for this phase.

Development in *Mission City South* includes Planning Area 6. A portion of Friars Road, construction of Rio San Diego Drive, completion of Northside Drive/extension, and half-width improvements to "A" Street south of Friars Road would occur in conjunction with development in the western portion of Planning Area 6. The trail connection from "A" Street to the LRT arrival plaza, and the trail connection between River Run and the LRT would also occur in the phase of development. Development in the eastern portion of Planning Area 6 would include completion of "A" Street and Friars Road improvements as well as the completion of Northside Drive/ extension. The *Mission City Paseo* and completion of the *Mission City Trail* connection from the access node at Friars Road to the "A" Street and the LRT arrival plaza would also occur in this phase.

After building permits for 75 percent of Planning Area 6's gross area (76.3 acres) have been issued, the mix of land uses represented by those building permits shall be determined. If the mix of land uses includes less than 10% of commercial land uses (based on net useable area) and/or less than 20% of residential land uses (based on net useable area), no further building permits shall be issued in Planning Area 6 except building permits which raise the percentage of commercial land uses to 10% (based on net useable area) or raise the percentage of residential land uses to 20% (based on net useable area). When the 10% and 20% are achieved, the City shall again issue building permits in compliance with all relevant regulations regardless of the land uses represented by those permits.

**TABLE IX-1
PROJECT PHASING SUMMARY TABLE**

PHASE	MISSION CITY NORTH
A	<ul style="list-style-type: none"> •Planning Area 1 •Old Quarry Road
B	<ul style="list-style-type: none"> •Planning Area 2 •Eastern Portion of Planning Area 3 •Eastern Portion of Planning Area 5 •Northside Drive •Mission City Trail Along Northside Drive •Friars Road - East Portion Fronting Eastern Portion of Planning Area 5 •Eastern Portion of Private Recreation Complex at the Completion of Eastern Portion of Planning Area 5
C	<ul style="list-style-type: none"> •Western Portion of Planning Area 5 •Planning Area 4a •Internal Slope for the Mission City Trail and Friars Road Undercrossing Trail and Access Node Within Planning Area 5 •Southern Portion of the Northern Extension of "A" Street •Entry Gate at "A" Street
D	<ul style="list-style-type: none"> •Western Portion of Planning Area 3 •Planning Area 4b •Western Portion of Private Recreation Center •Northern Extension of "A" Street •Mission City Trail Along "A" Street •Friars Road - Western Portion Fronting Planning Area 4b and Western Portion of Planning Area 5
	MISSION CITY SOUTH
E	<ul style="list-style-type: none"> •Western Portion of Planning Area 6 •Western Portion of "A" Street •South Friars Road Frontage - from West Property Boundary to "A" Street •Trail Connection from River Run to LRT in conjunction with lots in Phase E adjacent to the LRT •Trail Connection from "A" Street to LRT in conjunction with development permits for lots south of the end of "A" Street •Extension of Rio San Diego Drive to "A" Street
F	<ul style="list-style-type: none"> •Eastern Portion of Planning Area 6 •South Friars Road Frontage - from "A" Street to Northside Drive •Eastern Portion of "A" Street •Northside Drive •Mission City Trail Connection and Arrival Point at LRT in conjunction with lots in Phase F adjacent to the LRT •Mission City Paseo in conjunction with development permits for lots through which the Paseo traverses

C. SELECTION OF ALTERNATIVE LAND USE TYPES AND INTENSITIES

In response to changing market and planning conditions, the *Mission City* Specific Plan allows for flexibility in the selection of the specific land use types and intensities which may occur within each planning area. Permitted uses under the *Mission City* Specific Plan may include but not be limited to commercial, retail, medium to low-medium density residential uses, family entertainment centers, recreation and office as specified in this document and regulated by the City's Land Development Code (September 5, 1997).

The selection of permitted land uses that may occur within a planning area shall be governed by the development regulations presented in the City's Land Development Code (September 5, 1997). Grading and access shall be appropriate to accommodate the selected land use type. The selected land use type and intensity must not result in exceeding the overall traffic generation assumed for the Specific Plan, and will not lower the level of service at study intersections below that anticipated in the *Mission City* Specific Plan traffic study, dated November 18, 1997 and supplements February 2, 1998 and February 20, 1998). In estimating the traffic generated by a selected land use type, trip generation rates as set forth in the Mission Valley Planned District Ordinance (Ordinance No. 0-17482 adopted on July 9, 1990) and presented in Table IX-2, *Trip Generation Rates*, below shall be used.

**TABLE IX-2
TRIP GENERATION RATES**

LAND USE	RATE
Residential	
Single-family	10 trips per d.u.
Multi-family (under 30 du/ac)	8 trips per d.u.
Multi-family (30 or more du/ac)	6 trips per d.u.
Offices	
Commercial Offices (under 100,000 sq.ft.gfa)	20 trips/1000 sq.ft.gfa
Commercial Office (100,000 or more sq.ft.gfa)	16 trips/1000 sq.ft.gfa
Retail	
Neighborhood Shopping Center (under 100,000 sq.ft.gfa)	60 trips/1000 sq.ft.gfa
Community Shopping Center (100,000-225,000 sq.ft.gfa)	49 trips/1000 sq.ft.gfa
Retail Regional Shopping Center (over 1,250,000 sq.ft.gfa)	25 trips/1000 sq.ft.gfa
(1,000,000-1,250,000 sq.ft.gfa)	30 trips/1000 sq.ft.gfa
(500,000-1,000,000 sq.ft.gfa)	32 trips/1000 sq.ft.gfa
(225,000-500,000 sq.ft.gfa)	51 trips/1000 sq.ft.gfa
Freestanding Retail/Strip Commercial	40 trips/1000 sq.ft.gfa
Restaurants	40 trips/1000 sq.ft.gfa

LAND USE	RATE
Hotel/Motel	8 trips/room
Automobile Dealer	30 trips/1000 sq.ft.gfa or building area
Health Club	45 trips/1000 sq.ft.gfa
Rental Storage	2 trips/1000 sq.ft.gfa
Industry	
Small Industry (under 100,000 sq.ft.gfa)	14 trips/1000 sq.ft.gfa
Large Industry (over 100,000 sq.ft.gfa)	8 trips/1000 sq.ft.gfa
Small Industrial/Business Park (under 100,000 sq.ft.gfa)	18 trips/1000 sq.ft.gfa
Others	
Convalescent Hospital	3 trips/bed
Four-year College	2.8 trips/student
High School	1.5 trips/student
Jr. High School	1.0 trips/student
Elementary School	1.4 trips/student

Abbreviations: du - dwelling units
sq. ft. gfa -square feet of gross floor area

D. CONSTRUCTION AND DEVELOPMENT PERMITS

Application for construction and development permits, as defined by the San Diego Municipal Code, shall be acted upon in accordance with one of five decision processes established in Division 5, Article II, Chapter 11 and depicted on Diagram 112-OSA of the San Diego Municipal Code. Applications for development consistent with the applicable City-wide base zone's permitted uses and development regulations shall be processed pursuant to Process One, a ministerial process, and issued permits. Neighborhood and Conditional Use Permits and Neighborhood and Site Development Permits shall be processed as indicated by the applicable City-wide base zones. Planned Development Permits shall be processed pursuant to Process Four. For purposes of approving or conditionally approving a Planned Development Permit within *Mission City*, the "applicable land use plan" referenced in San Diego Municipal Code Section 126.0604(a)(1) shall be the *Mission City* Specific Plan.

E. DWELLING UNIT / ADT TRANSFER MECHANISM

Identified in Table IX-3, *Development Intensity Range and Benchmark*, of this Specific Plan is a range of development intensities which can occur in the various planning areas of *Mission City* through a ministerial approval process, provided a development proposal is consistent with the City's Land Development Code (September 5, 1997). However, the traffic study prepared for the project assigns traffic to the anticipated land uses and development intensity such that the maximum number of trips associated with build-out of *Mission City* does not exceed 40,940 ADT (average daily traffic), and will not lower the level of service

at study intersections below that anticipated in the *Mission City* Specific Plan traffic study, (dated). This “benchmark” development intensity represents a typical development scenario which can occur within *Mission City* and not exceed the cumulative traffic and peak hour traffic assumptions of the *Mission City* traffic report.

As the project builds out, development and density transfers between planning areas in *Mission City* are permitted to allow flexibility in response to changing market conditions and consumer demands. The selection of product types and land uses as well as development intensity within each planning area may result in excess ADT or the need to “borrow” trips. If a development application results in an intensity greater than the benchmark development intensity assumed in the traffic study, then development intensity and/or trips can be “borrowed” from another planning area. Similarly, if less than the total permitted development intensity is constructed in any given planning area, or less than the anticipated level of traffic will be generated by development in any given planning area, then the “unused” development and/or unused trips will be available to another planning area in *Mission City*, which may develop at a greater level than the benchmark development intensity assumed in the traffic study. This borrowing and receiving of development intensity and/or trips is permitted without application of a Special Permit or other discretionary action, provided the maximum development intensity presented in Table IX-3 is not exceeded. No development units may be transferred into Planning Area 7, the *Mission City* Recreational Facility Complex, and Planning Area 8, the San Diego River Floodway.

**TABLE IX-3
DEVELOPMENT INTENSITY RANGE AND BENCHMARK**

PLANNING AREA	ACREAGE (NET)	DEVELOPMENT INTENSITY RANGE	BENCHMARK DEVELOPMENT INTENSITY
Planning Area 1	20.0	600 DU	600 DU
Planning Area 2	7.9	62 - 237 DU	92 DU
Planning Area 3	17.6	141 - 510 DU	196 DU
Planning Area 4a	10.2	82-306 DU	105 DU
Planning Area 4b	9.0	72 - 270 DU	186 DU
Planning Area 5	16.4	131 - 492 DU	318 DU
Planning Area 6	76.3	275 - 2,060 DU 163,350 - 400,000 SQ. FT. 87,120 - 174,240 SQ. FT.	922 DU 400,000 SQ. FT. 174,240 SQ. FT.
Planning Area 7	19.5	No Development Intensities are assigned to these planning areas. Development transfers do not apply.	
Planning Area 8	2.5		

The mechanism for achieving the density and ADT transfer is discussed below.

1. Circumstance One

If a development proposal for a planning area in either *Mission City North* or *Mission City South* results in a development intensity less than the benchmark development intensity for the planning area in question, then the unused development intensity shall be automatically transferred into a “pool” of unused dwelling units. If the reduction in development intensity also results in a reduction in trips, then the unused trips shall automatically be transferred into a pool of unused trips. Dwelling unit and trip transfers of this type shall be automatic and are consistent with this Specific Plan and permitted through the ministerial approval process; no amendment to this Specific Plan shall be required.

2. Circumstance Two

If subsequent development plans for a planning area in *Mission City* propose a total development intensity which is more than the benchmark development intensity for the planning area, then the unused residential dwelling units may be transferred out of the unused dwelling unit “pool” into the planning area to make up the difference. Similarly, if the greater development intensity results in more traffic than assigned to that planning area, then unused trips may be transferred out of the unused trips “pool” and into the planning area to make up the difference. Such a transfer of dwelling units and/or trips is permitted by this Specific Plan if a sufficient amount of unused dwelling units and/or trips is available in the respective “pools” to make up the difference in dwelling unit and/or ADT total between what is proposed and what is permitted. Such a transfer under this circumstance is consistent with the Specific Plan, is permitted through the ministerial approval process and does not require a Specific Plan amendment.

3. Circumstance Three

If subsequent development plans for a planning area in *Mission City* propose a development intensity more than the total targeted for that planning area, and if the amount of development intensity in the unused dwelling unit “pool” is insufficient to make up the difference, development intensity may be transferred out of a planning area(s) that has (have) not been developed. Similarly, if subsequent development plans for a planning area proposes an intensity of development which results in more traffic than assigned to the planning area, and if the amount of trips in the unused trips “pool” is insufficient to make up the difference, trips may be transferred out of a planning area(s) that has (have) not been developed. Any such transfer under either of these situations must leave the “donor” planning area(s) with at least enough dwelling units to allow development of the “donor” planning area at the lowest density permitted by the least dense product type permitted in the selected City-based residential zone. Such a transfer under this circumstance is consistent with Specific Plan and does not require amendment. If no dwelling units or trips are available in the respective “pools” and the intended development intensity for a given planning area leaves a “donor” planning area(s) with development potential below the minimum permitted by the underlying land use designation or less than can occur under the least dense product type for the selected City-based residential zone, then a Specific Plan Amendment is required to increase the maximum allowable density and resultant number of trips in the planning area.

4. Dwelling Unit / ADT Transfers Between Mission City North and Mission City South

A transfer of dwelling units and/or trips shall be permitted between planing areas of *Mission City North* and planning areas of *Mission City South*, and Circumstances One, Two and Three described above shall be applied in this situation.

5. Limitations on Density Transfers

The maximum allowable development intensity for Planning Area 6 of *Mission City* shall generate no more than 31,806 ADT. When density/ADT transfers occur, a minimum amount of development must remain available in the "donor" planning area(s). Any transfer(s) of density into Planning Area 6 must demonstrate, as documented in the Density Transfer Worksheet, that enough development intensity remains in all other undeveloped planning areas in *Mission City* to allow development at the minimum development intensity as presented below.

MINIMUM DEVELOPMENT INTENSITIES FOR PLANNING AREAS 1 – 5 AND 7

PLANNING AREA	MINIMUM DEVELOPMENT INTENSITY (UNITS)	GENERATION RATE (ADT)	TOTAL ADT
1	600	6 trips per dwelling unit	3,600
2	63	8 trips per dwelling unit	504
3	141		1,128
4	154		1,232
5	131		1,048

Transfers between Planning Areas shall not result in a reduction in the minimum residential development of 1,044 dwelling units in *Mission City North*.

6. Monitoring Dwelling Unit / ADT Transfers

In order to maintain administrative control of these transfer procedures, it is required that the applicant identify the required dwelling unit transfers (if any) and/or trip transfer (if any) with each subsequent development plan submittal beyond approval of this Specific Plan. Any such transfer necessitated by development greater than the target densities requires the designation of a "donor" planning area or lot (if not available in "pool") as well as written approval of the owner of the "donor" planning area or lot. This will also include submittal of the necessary update to the density transfer worksheet, noting any revised development intensity and trip totals by planning area. A density transfer work sheet is included in Appendix "A" to this document. The density transfer worksheet, printed as a single page, shall be completed and submitted with applications for construction permits and development permits. Once the Density Transfer Worksheet has been stamped as received and accepted as part of the application, a copy

of the updated *Mission City Density Transfer Worksheet* shall also be submitted to the City to be kept with the *Mission City Specific Plan* file. Properly monitored by City staff, the current approved development intensity and ADT for each planning area, and the available development intensity/number of trips contained in the respective unused "pools" at any given time during the build-out of *Mission City* can be determined based on a review of the worksheets.

F. FINANCING STRATEGIES

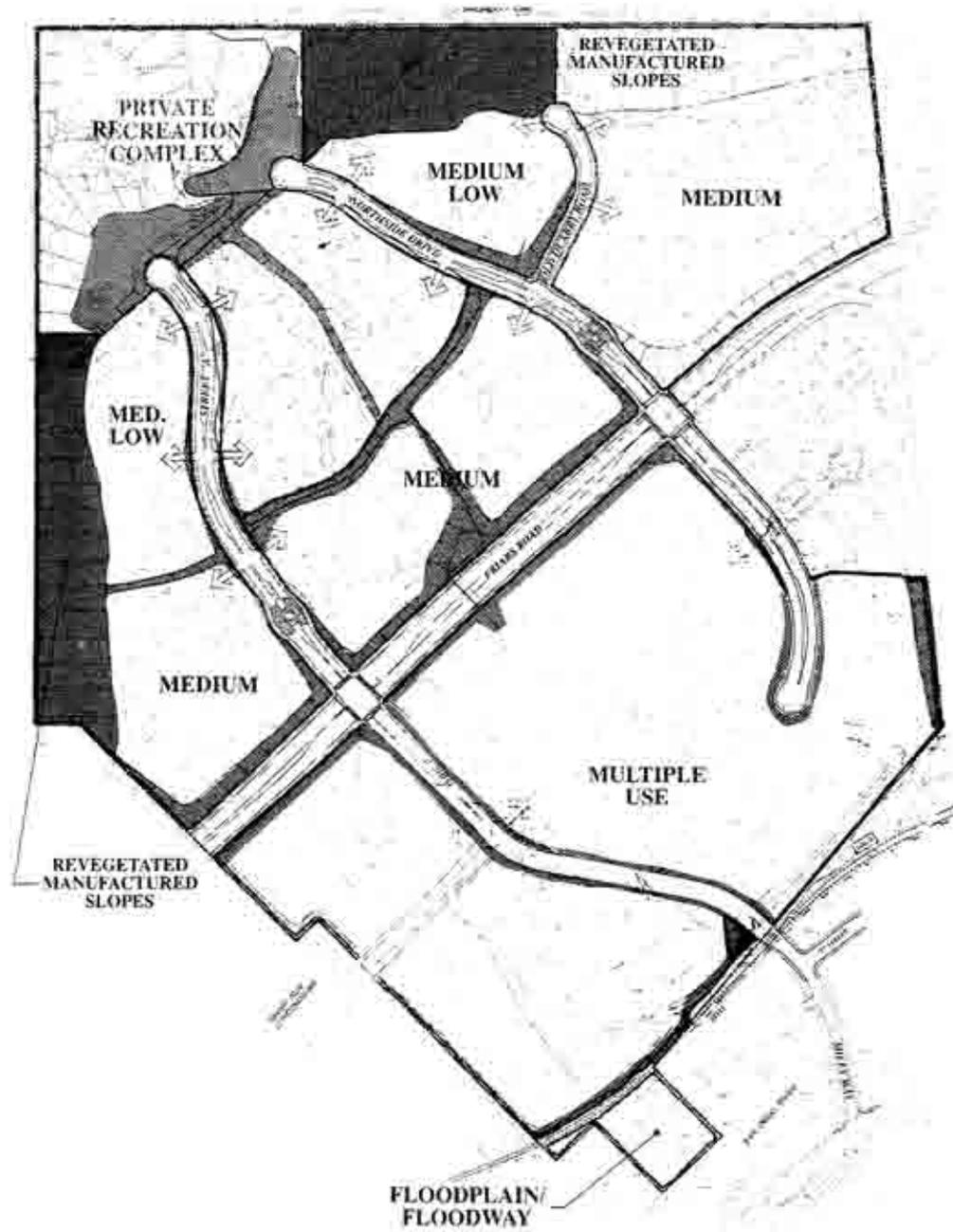
Section 65451 of the California Government Code requires that a specific plan include the financing measures necessary to implement a proposed project. Typically, a variety of financing measures can be used to finance construction of the project and include, but are not limited to, special assessment districts, general obligation bonds, city and county general fund money and various types of exactions. The *Mission City Specific Plan* differs from these traditional financing mechanisms in that specific financial requirements of the project have been established in the Settlement Agreement, dated November 21, 1995, between H.G. Fenton Material Co., the City of San Diego, and the Metropolitan Transit Development Board. Financing for the *Mission City Specific Plan* shall be as defined in the Settlement Agreement. Obligations tied to the project as a result of the Settlement Agreement include the following:

- | | |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| 1. Mission Valley LRT | Grant to MTDB right-of-way for the LRT and LRT Station at no cost to the City or MTDB. |
| | Contribute \$1,465,000.00 for the cost of construction of at-grade transit facilities across the Specific Plan property. |
| | Contribute \$500,000.00 for the cost of construction of the LRT Station located south of the project site. |
| 2. Milly Way Bridge Over the San Diego River | Contribute \$2,660,000.00 for the cost of constructing a two lane bridge including pedestrian sidewalks across the San Diego River. |
| 3. Hookramp at Stadium Way and I-8 | Fair share contribution for construction, as determined by the City Engineer. |

All other improvements within *Mission City* are the financial responsibility of future builders.

G. MAINTENANCE REQUIREMENTS

Maintenance areas and responsibilities are shown in Figure IX-3, *Maintenance Requirements*. Maintenance shall be the responsibility of the City and future property owners within *Mission City*, as described below.



LEGEND


 PARKWAYS AND PUBLIC AREAS TO BE MAINTAINED BY A PROPERTY OWNERS ASSOCIATION OR LANDSCAPE MAINTENANCE DISTRICT

MAINTENANCE REQUIREMENTS

FIGURE IX-3

MISSION CITY

1. Parkways and Public Areas

Mission City includes development of common open space, the pedestrian tunnel under Friars Road, and public areas and landscaped parkways which promote pedestrian activities and provide an aesthetic backdrop to development. The maintenance of these common areas shall be the responsibility of the developer(s). A Property Owners Association or Landscape Maintenance District established for *Mission City* may be established for the maintenance of common areas.

2. Private Development Landscaped Areas

Landscaping, private recreational amenities and open areas will also be developed in conjunction with private development proposals. The maintenance of these areas will be the responsibility of individual property owners or a Property Owners Association.